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## Society president announces two appointments as officers

Two appointments have been made among the national officers for the National Railway Historical Society, according to Greg Molloy, the president of the society.

Molloy made the appointments to fill the vacancy created by the departure of National Secretary Bruce J. Hodges, who asked to resign from his office.

### Plaque is presented for Horseshoe Curve

As part of the Spring 2004 NRHS board of directors' meeting in Altoona, Pa., NRHS President Greg Molloy presented the latest NRHS historic plaque, which commemorates the 150th anniversary of the Horseshoe Curve outside Altoona.

The plaque was presented on Saturday, April 3 to Scott Cesna, executive director of the Railroaders Memorial Museum in Altoona. The museum also operates the Horseshoe Curve Visitor Center, where the plaque will be mounted.

This famous landmark on the Pennsylvania Railroad was part of the new all-rail route that replaced a combina-

-- Barry O. Smith, previously vice president, stepped down from that office and assumed the office of secretary.

-- Jeffrey S. Smith assumed the office of vice president in addition to his existing duties as editor.

See **Two New Officers**, Page 8

### Photo contest set for convention

The *National Railway Bulletin*, the NRHS' premier publication, is running its annual cover contest.

NRHS members attending the 2004 national convention are invited to submit photographs taken at the event. The best of the submissions will be used on the front cover of Issue 5, 2004 in conjunction with the annual convention article.

The winning contestant will receive a \$200 award upon publication. Entries will be judged based upon the quality of the photograph (lighting, contrast, sharpness, color balance and composition). Photographs that fit our 6"x9" full-bleed vertical format with room for the *Bulletin* masthead

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## *Help sought from NRHS in recovery of number plate*

Jim Herron, the president of the Florida Gulf Coast Railroad Museum in Parrish, Fla., is asking for the help of the NRHS membership in his attempts to recover a stolen railroad artifact. According to Herron, "someone stole the brass number plate off of ex-BEDT 0-6-0T number 12 recently. It is brass, round and has the number 12 cast on it with a ring around the edge. It measures 14" in diameter, and it has a dark red background with brass border and numerals. If anyone tries to offer it for sale to you or if you see it for sale anywhere, please let me know right away. This is the original and dates from 1919. If you can get the name of the seller, please do so." You may contact Herron at: Jim Herron, President, FGCRM, Phone 813-932-3887, or fax 813-932-6173. So keep your eyes open at train shows, and help to retrieve this valuable item for the museum.

## Discount program announced for selected Stauffer rail titles

The National Railway Historical Society recently announced a discount program available to society members for five books from the Stauffer Books catalog.

All Stauffer books are hardbound with color jackets and 8-1/2" X 10" pages with 80-pound coated paper. There is no duplication of pictures or text between books on the same railroad.

To purchase the books, mail your order to:

National Railway Historical Society  
Att: Stauffer Books  
P.O. Box 58547  
Philadelphia, PA 19102-8547

Please include \$4 postage and handling for each order.

The selected titles are which are available at the NRHS discount are:

***Pennsy Power, 1900-1962***, 320 pages, 750 photos, steam and electric, calendar pictures, \$48 (regular price \$60).

***Pennsy Power III, 1847-1968***, 512 pages, 1,300 photos, steam, diesel and electric; passenger and freight; \$60 (regular price \$75).

***New York Central's Early Power, 1831-1916***, 352 pages; 750 photographs; chapters for each of the predecessor roads, \$48 (regular price \$60).

***New York Central's Later Power, 1910-1968***, 496 pages, 1,000 photographs, steam, diesel and electric, MU's, boats, \$56 (regular price \$70).

***Thoroughbreds, New York Central's Hudsons***, 352 pages, 750 photos, passenger cars, color calendars, \$52 (regular price \$65).

# Revised price schedule set for back issues of 'Bulletin'

The price of back issue copies of the *Bulletin* has been increased to \$3 per issue starting with Volume 68 (cover date 2003). The price of issues prior to Volume 68 will remain at \$2 per copy.

According to Jeffrey Smith, the editor of the *Bulletin*, "we feel this pricing change reflects the higher value that recent changes to the *Bulletin* have produced. Beginning with Volume 68, we saw the introduction of significantly more full-color printing, thicker paper stock, higher page counts and an increase in photographic reproduction quality.

"We do offer discounted rates for orders of 20 or more copies of the same issue," continued Smith. "This is to encourage museums and other organizations with a gift shop to order bulk copies of issues they feel will be of interest to their visitors for purchase. A discounted rate of \$2 for Volume 68 and beyond and \$1 for issues prior to Volume 68 will be in effect for these volume orders, subject to availability."

Back issues of the *Bulletin* may be ordered from the NRHS National Office in Philadelphia. If you are interested in purchasing a back issue, the NRHS suggests that you first telephone or e-mail the NRHS office manager, Lynn Burshtin, at 215-557-6606 or [info@nrhs.com](mailto:info@nrhs.com) to inquire if that issue is available for purchase. If it is, then a check or money order for the purchase price may then be sent. Also, be advised that the NRHS can accept credit card payments only for orders totaling \$10 or more.

The address is:

NRHS Back Issue Sales  
National Railway Historical Society  
P.O. Box 58547  
Philadelphia, PA 19102-8547

## Plaque

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tion of canals and the Allegheny Portage Railroad.

The plaque reads as follows:

"Horseshoe Curve has been placed on the national register of historic railroad landmarks. 1854 - 2004. The first railroad to cross the Allegheny Mountains between Harrisburg and Pittsburgh, with a maximum grade of 1.87%, was engineered by J. Edgar Thomson 150 years ago. The Pennsylvania Railroad opened the line on February 15, 1854."

The plaque was sponsored by the Horseshoe Curve chapter, which worked with the NRHS Historic Plaque Committee to complete the project. The chapter also raised local contributions to partly offset the cost of fabricating the plaque.

The Horseshoe Curve was constructed entirely by men with picks, shovels, horses and drags, and was opened to traffic on Feb. 15, 1854. Since then, countless people have visited the site "and have been thrilled by the sight of trains circling this amphitheater high in the Alleghenies." Engineers had attempted to conquer the Alleghenies, the biggest obstacle for the PRR, for two decades.

# Joe Jack photo from convention chosen for Bulletin No. 5 cover

A photo taken by Joe Jack at the 2003 NRHS national convention is featured on the front cover of the *NRHS Bulletin* Number 5.

Jack, a member of the Beaver Valley Junction NRHS chapter, said, "I feel quite honored. Over the years, I've had many of my photos printed in various rail magazines and calendars, etc. But this event will top all of these."

Now 61, Jack said that he that has led "an unusual life. It's been trains, trains and more trains since I was about 2 years old.

"I lived by the PRR's Fort Wayne mainline at Milepost 5/Avalon, Pa. from 1942-1957 and watched the daily parade of Pennsy steam and and diesels," Jack recalled.

"My early college years (1960) were spent in an engineering school (the 'other kind' of engineering) near Fort Wayne, Ind.," Jack continued. "Instead of studying, some of us spent our evenings sitting on the PRR station platform watching the eastbound Broadway Limited leave town. That probably helped spark my earliest railfanning ideas.

"Several years later (1969), after various 'civilian' jobs, I ended up hiring out as a clerk on the P.C.," said Jack. "I didn't know much about railroad-ing, except that it paid a whole lot better than most jobs. That proved to be my main incentive."

His second job on the Penn Central was as a yard clerk at the four-mile long Conway, Pa., freight yard. "It was intimidating to say the least," he said, "but it was like turning a kid loose in a candy store. Thanks to my job and my hundreds of new-found friends, my railfanning started in earnest."

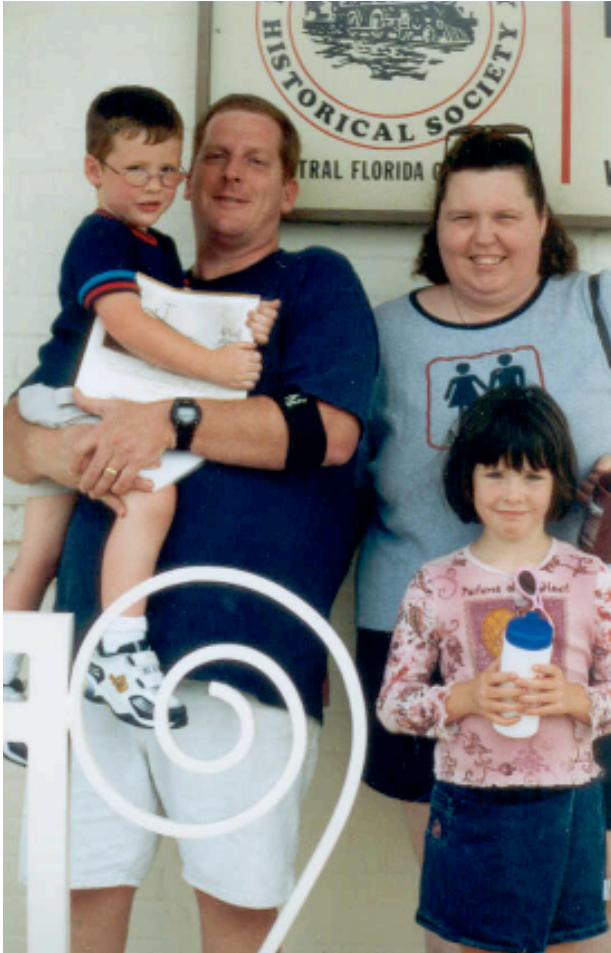
That position was followed by several years each as a crew dispatcher and an engine house clerk. He notes, "I could probably write a book on my days and nights spent 'crew disturbing' (as I called it).

"The best part was that for 33-1/2 years, I got paid to play with the 'big trains'. I would have done it for free, had I not needed the money to buy lots of film."

He commented, "the biggest side benefits that working on a railroad provided me with were contacts and friends and the history, photos and stories they passed on to me. My personal experiences on an Amtrak pass were priceless also. The latter allowed me (and a new 35 mm camera) to explore railroads all over the U.S. and Canada. It's been a great life and a greater trip."

After 33-1/2 years, Jack recently retired from the PC-CR and NS railroads. He has a collection of 80,000 slides taken over 30 years. He said that he can provide prints or duplicate slides of the cover photo. He can be reached, via email, at: [joeandlucy@forcomm.net](mailto:joeandlucy@forcomm.net).

# Central Florida museum welcomes 5,000th visitor



**MILESTONE FAMILY** -- When Brian and Diana Bauer and their two children, Billy and Katie, appeared at Central Florida NRHS chapter's railroad museum in May, the official count of visitors rose to 5,000, since the museum began opening daily last August. The public's response to the daily accessibility of the facility has been phenomenal, according to a chapter spokesman. The Bauers are from Orlando, and are pictured with the Winter Garden Heritage Foundation awards they received. Since the railroad museum affiliated with the Heritage Foundation, many visitors are discovering Winter Garden (Florida).

Photo submitted by Irv Lipscomb, Orlando, Fla.

**If you want to follow the lead** of the Bauer family and visit the Central Florida Railroad Museum, it's located in the heart of historic Winter Garden, Fla., in the old Tavares and Gulf railroad depot, at 101 South Boyd Street. Admission is free, and the museum is open daily, 1-5 p.m. At the Ghost Trains of Central Florida exhibit, you can explore the routes and history of Central Florida's many railroads, past and present, with lots of artifacts and photos. In the Tavares and Gulf room, learn more about the railroad nicknamed the "Tug and Grunt," one of the two lines that provided service to the town. You'll also find one of the finest collections of railroad china anywhere, and a 1938 Fairmont Motor Car and the museum's restored cabooses. For more information, phone (407)656-0559 during normal museum hours.

# Photo contest set for national convention

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at the top are heavily favored, although other sized photographs will be accommodated.

### The fine print:

1. Winning and non-winning submissions will be returned after publication only if accompanied by a SASE with sufficient postage.

2. Only NRHS members in good standing can enter this contest.

3. All entries must be received by Oct. 1, 2004 to be considered.

4. Photos must have been taken at an official 2004 Convention event

5. There is no limit to the number of photographs any one photographer can enter.

6. Color slides and/or prints can be entered.

7. Prints should be sized at 5"x7" or 8"x10" and should not be mounted or framed. Please note that machine prints of any size are generally not sharp enough for publication. Prints should be processed at a custom lab.

8. Digital submissions are not accepted at this time.

9. Prints made on your home computer will not be accepted.

10. *Bulletin* staff members are excluded from the contest.

11. Please include your name, address, caption information for each photograph, and email address or phone number in your package. Please make sure each print or slide mount is marked with your full name.

12. The \$200 payment will be made upon publication.

13. Non-winning entries may also be used inside the magazine to illustrate the convention article, however, no payment will be made for photographs used in this manner. If you do not want your photographs used for anything other than the cover contest, please indicate this with your submission.

Address entries, via U.S. Mail to:

NRHS  
Attn: 2004 Cover Contest  
P.O. Box 58547  
Philadelphia, PA 19102-8547

If you are sending material via Federal Express, UPS, etc. please send it to:

NRHS  
Attn: 2004 Cover Contest  
100 North 17th Street, 12th Floor  
Philadelphia PA 19103

NOTE: Do not include any other correspondence in the package, as it will not be opened until after Oct. 1.

Any questions can be addressed to Bulletin Editor Jeffrey Smith at [bulletin@nrhs.com](mailto:bulletin@nrhs.com).

# Vintage Amtrak photos sought for book

If you have any vintage photos of Amtrak, you may be able to help a fellow member with his latest book.

Craig Sanders, from the Cleveland area, is the author of *Limiteds, Locals, and Expresses in Indiana, 1838-1971*, published by Indiana University Press in June 2004. He is currently working on his second book, also to be published by IU Press, and is seeking photos for it. That book will detail the history of Amtrak operations in the Midwest.

If you have any photos that he could use in his second book, he would very much like to communicate with you. If you don't have any photos in your own collection, can you suggest anyone else who might be able to help?

Below is a list of photos which Sanders is seeking.

\* The Niagara Rainbow (between Detroit and Buffalo)

\* The Prairie Marksman

\* Amtrak trains in Kansas City, in any era

\* Amtrak trains in the Plains states (Iowa, Nebraska, Kansas, Oklahoma)

\* Michigan Executive (short-lived Detroit-Jackson, Mich., commuter train)

\* The Illini at or near Decatur, Ill.

\* San Francisco Zephyr or California Zephyr detouring on the Chicago &

North Western between Chicago and Omaha.

Sanders added that the book is scheduled for publication in 2005, and "I have a contract with them so this is not a speculative project."

According to Sanders, "Much of the book is about the Amtrak routes and trains that traversed the Midwest. This includes all trains that served Chicago along with the Shenandoah, Niagara Rainbow, Arrow/North Star, Heartland Flyer, the Mules and the National Limited. I have defined Midwest somewhat broadly to include everything from Pittsburgh and Erie, Pa., on the east, the Ohio River on the south (including the Kentucky side) all the way west to the Rocky Mountains. Subsequently, I am also covering the Hilltopper, Pioneer, Desert Wind, Expo 74 and Blue Ridge. My reasoning is that these trains either eventually were extended to Chicago and/or were predecessors or successors of trains that once reached the Midwest proper."

He added, "the time period covered will be 1971 to present. I am especially interested in photos of most trains during the rainbow era, which I define as 1971-1974."

If you are able to help this fellow NRHS member in his attempts to find photos, contact him at:

Craig Sanders  
3495 Silsby Road  
University Heights OH 44118-3650.  
E-mail: csanders429@aol.com

# Two new officers appointed for society

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The board of directors confirmed both of these appointments at their April 4 meeting. Molloy said that both appointments are “a good fit for the society with both our business needs and the abilities of the individuals.”

In January, Hodges asked to resign from his office. Hodges had determined that, because of personal obligations as well as his duties with the Leatherstocking Chapter and the Cooperstown & Charlotte Valley Railroad, he would not be able to continue holding a national office as well. Molloy accepted Hodges’ resignation with regret, noting that “I look forward to working with Bruce in the future as his time permits.”

Barry Smith assumed the office of vice president last year following the death of Robert Pinsky. The vice president has no specific duties under the bylaws, and it has often been the society’s entry position for new officers. Smith’s initial assignments were working on RailCamp and managing the chapter operations manual project, and he will continue his involvement with both projects in addition to taking over the secretary’s corporate duties. Molloy said that during his short time as a national officer, “Barry has already made a positive impact, and I am confident Barry will have no trouble taking over the secretary’s duties as well.”

The appointment of Jeffrey Smith to be vice president as well as editor is

unusual for the society, “but it is a good fit for Jeff’s skills and abilities,” said Molloy. The president noted that several factors come into play here.

“Jeff has already made several improvements to the *Bulletin* production process and is currently executing additional changes. The results have been an improved publication that is also getting back on schedule. Jeff has started to search for a new production editor to take on some of the tasks Jeff retained when he moved up to editor last year.

“Because of his professional background in information technology, Jeff is also taking on additional projects for the society outside the traditional editor’s duties. The appointment as vice president recognizes those expanded duties in our management. Jeff is also engaged in commercial business negotiations for the society that should be led by a person of officer rank.

“Jeff is an associate member and he is a generation younger than most of our officers and staff,” added Molloy. “He brings to the position experience and a viewpoint that are often very different from the rest of the leadership. That diversity of input will be vital as the society adapts and changes to meet the future. Jeff has already shown that he can be a forceful advocate who also works constructively to move the society ahead.”

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*NRHS News*, Post Office Box 58547, Philadelphia, PA 19102-8547